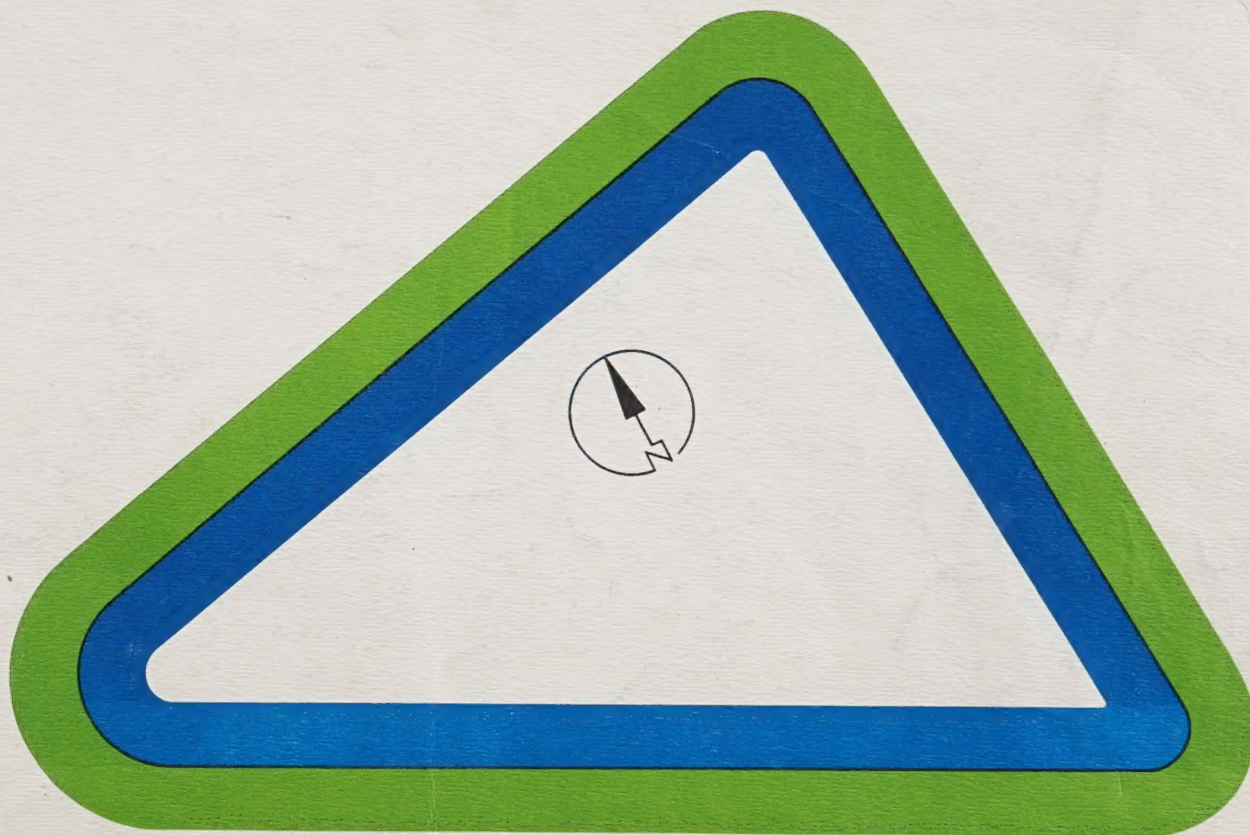


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Hamilton Harbour PORT MASTER PLAN

Prepared by the PLANISTICS GROUP
June 1978

URS/MUN.

This plan was prepared under the authority of
the Hamilton Harbour Commissioners

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Acknowledgements

The following individuals and agencies are acknowledged for their contribution of comments information or maps which assisted in preparation of this Port Master Plan.

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Hamilton Harbour Port Master Plan

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1. Introduction

This document is a Port Master Plan for Hamilton Harbour. The 'terms of reference' for the Plan were not limited to the traditional aspects of commercial shipping usually associated with the term 'port'. The Plan includes all aspects of harbourfront, shipping, navigation, and their related activities. The Plan concerns itself with patterns of activities that are associated with a land-water interface. This includes a sphere of influence of these inter-related activities. [This Plan is not a historical treatise and does not dwell on either the history of this area or past port development.] We accept "what is" as a base to build from and in some cases change. However, we recognize that many of the uses of land and harbourfront represent such massive capital and human investments that they will not change significantly in the near future. This Plan is basically a policy document. It is intended to be succinct and provide general guidelines for development of the Port and its related activities. It is anticipated that further detailed plans will be prepared for individual areas.

Planning is a dynamic situation and this Plan presents an opportunity for the citizens and the Hamilton Harbour Commissioners in co-operating, to benefit from a well organized harbourfront. For the Plan to be viable, it has to consider the interests of the community, shipping, navigation, their related activities and industry alike.

The Port Master Plan recognizes the harbourfront's unique potential as an activity centre. Here residential, recreational, trade, commerce and industrial uses all have their place. These varying uses must be organized compatibly so each can realize its potential without detriment to the development of the port. By doing so, each will contribute to the overall good of the harbourfront area and the port as an enjoyable place to live, work and play.

1.1 OBJECTIVES

Planning is a dynamic process. Plans, to be effective, must be flexible to respond as times and needs change. Within this framework, this Plan should assist in promoting Hamilton's unique harbourfront as an area of diverse yet compatible related activities.

This Plan has been prepared within the following context:

- . The intent is to give an overall direction to the future development of the Port as a whole with the needs of the citizens of the area uppermost in mind.
- . The analysis of existing conditions provides a basis for decisions regarding the Port development over the next 20 years including specific recommendations for steps to be undertaken immediately, having in mind the needs of shipping and navigation and their related activities.
- . The proposed changes in the Port will be staged with each step undertaken when practical.
- . The effective implementation of the Plan will in some cases require the co-operative action of agencies with jurisdiction outside that of the Hamilton Harbour Commissioners.

1.2 THE MASTER PLAN AREA

In order to define issues related to the harbourfront, the existing patterns of activities were considered in view of:

- 1) The unique potential of a land-water interface.
- 2) Existing uses and their spatial relationships.
- 3) The Port as a local and national resource from both recreational and shipping, navigation and related activities aspect.
- 4) Existing and proposed transportation links along the harbourfront for pedestrian, road and rail access.

To best determine the future relationships of areas in and around the land-water interface, it was necessary to identify the 'sphere of influence' on adjacent lands by the Port and its related activities. This sphere of influence is the area directly or indirectly affected by the activities of the Port. The planning area includes this 'sphere of influence' even though some areas lie outside the direct jurisdictional limits of the Hamilton Harbour Commissioners. Within this Plan area, lands need consideration for policy recommendations concerning:

- 1) Preservation or introduction of significant, unique or desirable uses.
- 2) Acquisition or disposal of lands.
- 3) Effects on Port facilities of changes in adjacent land use and vice versa.
- 4) Identification of areas of co-operation for responsible agencies.

In those areas not under the jurisdiction of the Hamilton Harbour Commissioners, the policies included in this Plan are intended only as guidance and recommendations to the agencies having appropriate jurisdiction.

1.2.1 The Master Plan Limit

Considering the items outlined above, the Plan limit represents in estimation a reasonable 'sphere of harbour influence'. The Plan study area is shown on Map 1 however, the Harbour Limits as determined in exhibit #6 of Mr. Justice Griffiths judgement, are shown on Map 6.

1.2.2 Plan Activity Zones

The Hamilton Port area is complex in nature and extensive in size. To consider the planning area in detail, the area was divided into 'Activity Zones' as shown on Map 1.

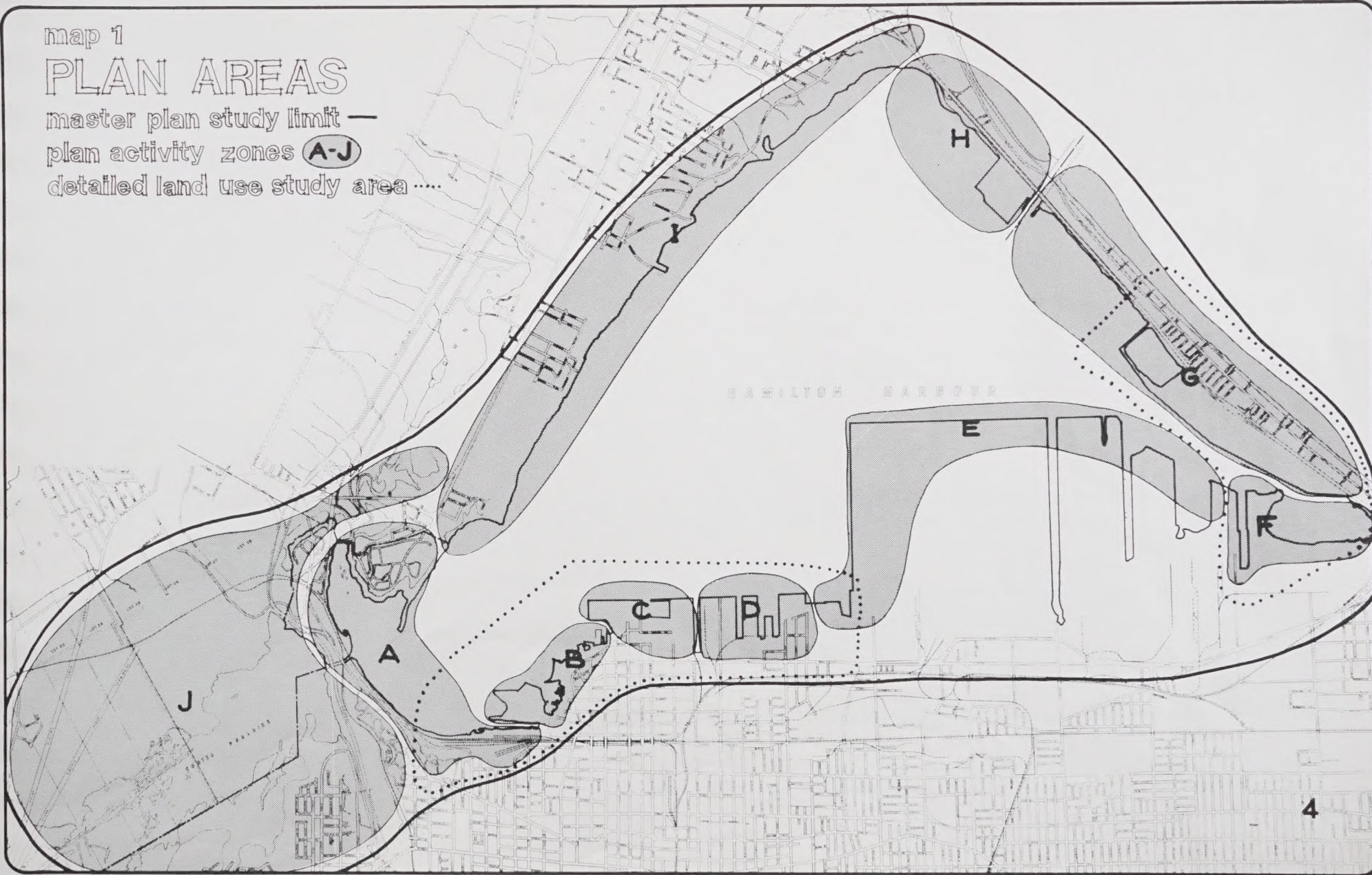
map 1

PLAN AREAS

master plan study limit —

plan activity zones **A-J**

detailed land use study area



2. General Policy and Summary of Existing Port

2.1 GENERAL POLICY

2.1.1 Port Facilities

- . The existing Port works shall be maintained and upgraded as the need arises.
- . Expansion of Port facilities will be directed to the Harbour side of the Beach Strip. Consideration must be given to acquiring additional back-up areas adjoining existing Port facilities.
- . The Hamilton Harbour Commissioners shall actively promote additional trade and development at the Port through commercial shipping and ancillary industrial uses.
- . The Hamilton Harbour Commissioners shall encourage increased recreational activities in the Harbour to the extent that it does not conflict with shipping, navigation and their related activities.
- . Policies shall recognize the potential for higher water quality in the Harbour.

2.1.2 Land Use

- . The Hamilton Harbour Commissioners shall promote land use planning that best serves the full range of national, regional and local interests.

2.1.3 Transportation

- . The Policy shall be to promote the most efficient transfer of goods through the Port.
- . The Hamilton Harbour Commissioners recognize the need for the development and preservation of significant transportation links.

2.1.4 Services

- . The Policy shall be to provide adequate water, sewer and other utility connections to service the Port.
- . The Policy shall be to seek the servicing of lands designated for Port expansion from municipal and other public utilities.

2.2 SUMMARY OF EXISTING PORT

2.2.1 Port Facilities

The existing commercial shipping facilities are located on Piers 8 through 14 and Piers 23 and 24. With these piers, there are a number of specific considerations regarding their compatibility, access, physical condition and the varying mix of uses located on the back-up lands. For the most part, the existing facilities are utilized to capacity. There is an increasing demand for additional marine transportation areas.

The recreational boating facilities are located in the areas of Piers 5 through 7 with mooring areas along the north shore. There is a demand for an increased amount of marina facilities in the Port.

2.2.2 Land Use

The mix of activities around the harbourfront exhibits a full range of uses from passive recreation to heavy industry. There is a need for each of these activities.

2.2.3 Transportation

The Port is served by provincial highways, municipal roads and railways. The location and condition of these transportation links are for the most part inefficient and inadequate for the moving of goods and cargo. There appears to have been no comprehensive attempt made to improve these modes.

There are existing Regional and Provincial transportation plans that must be considered by the Hamilton Harbour Commissioners as they relate to the Port facilities.

In view of the increasing recreational and Port activities along the harbourfront, the existing transportation links to these areas will need upgrading.

2.2.4 Services

Regional water and sewer services and utilities are available for connection to the Port facilities. Within the Port, there are areas not yet serviced.

3. The Master Plan and Policies

This section presents the Master Plan and its associated policies. The Plan consists of two sub-parts namely (a) the text and (b) the maps, the text being divided into general and specific policies. A number of assumptions are included on which general policy is based. The general policies present a goal framework. The additional policies are the more specific goals that the Hamilton Harbour Commissioners will pursue. The maps are presented as concepts allowing for flexibility of boundaries to accommodate policy.

3.1 ASSUMPTIONS: Over the period of the Master Plan

- 1) The Port activity will continue to grow at a rate equal to or probably greater than the general Provincial growth rate and certainly at a rate higher than the rate of industrial growth in the local area.
- 2) The Port will become of even greater national and local significance.
- 3) There will be an increased emphasis on energy efficient shipping and rail transport.
- 4) The existing rail marshalling yard will remain adjacent to the west end of the Port.
- 5) There will be an increasing demand for recreational facilities based on the harbourfront.
- 6) The present patterns of residential and institutional land uses along the north shore will not change during the Plan period.
- 7) The Stelco and Dofasco operations will increase during the Plan period and these land uses will not change.
- 8) The Port will require additional area to accommodate increased marine transportation.
- 9) There will be an increased emphasis in the Great Lakes on containerization and roll-on, roll-off, inter-lake and bulk shipping.
- 10) The overall water quality of the Bay will improve through pollution abatement measures.

3.2 GENERAL POLICY DIRECTIONS

The policies presented are intended to form a goal framework for decisions relating to the Port direction over the Plan's period of twenty years. The policies are a result of analysis of past, present and future trends based on the previous Section's assumptions. As such, they should be reviewed on a five year basis and revised accordingly. Presented below under the following sub-sections are general policies for:

- 1) Port Facilities
- 2) Land Use
- 3) Transportation
- 4) Servicing

The text then further divides these aspects of the Port into more detailed policy in the remaining sub-sections.

3.2.1 Policy Maps

Map 2, Master Plan Concept

Map 3, West Port Concept

Map 4, East Port Concept

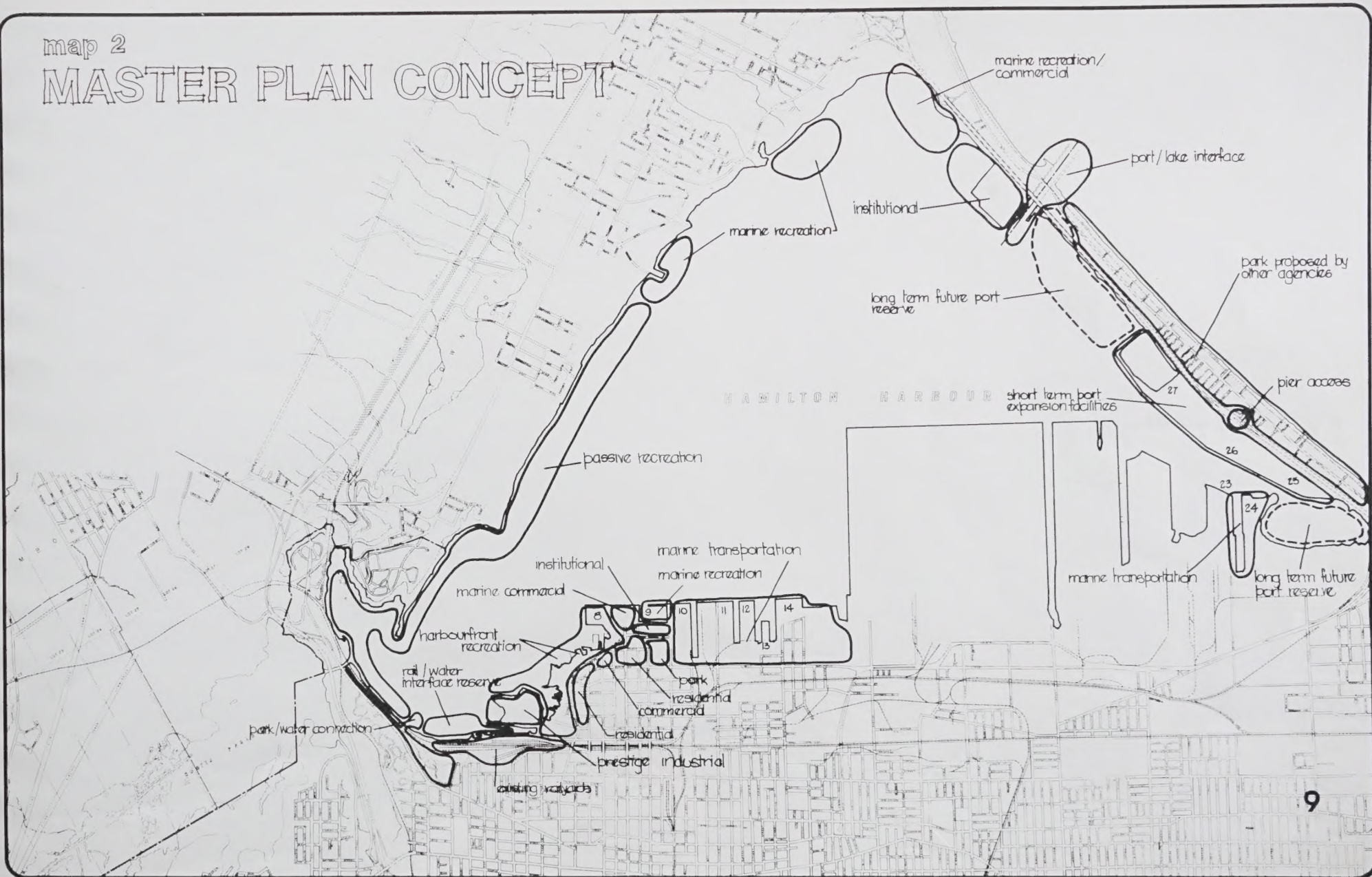
3.2.2 Port Facilities

It shall be the policy of the Hamilton Harbour Commissioners that:

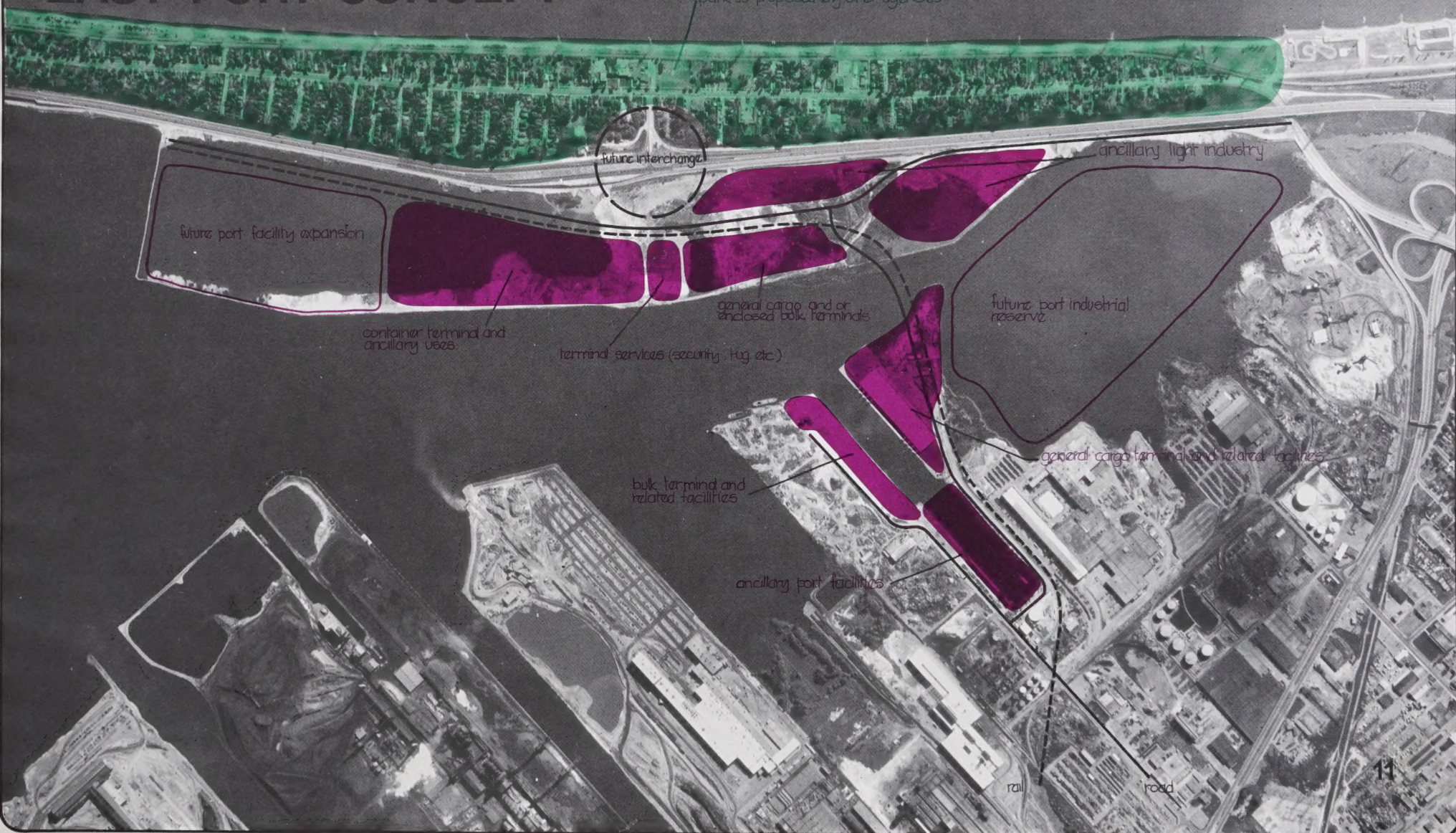
- 1) First and foremost, increased trade and development at the Port through commercial shipping shall be promoted.
- 2) Port facilities will be developed and upgraded to accommodate commercial shipping.
- 3) The present main area of Port expansion shall be located on Piers 25-28.

map 2

MASTER PLAN CONCEPT



map 4 EAST PORT CONCEPT



- 4) Existing Port works shall be maintained in operable condition and upgraded where deemed necessary.
- 5) There shall be increased use of the Harbour for recreational boating in areas where there is no conflict with commercial shipping.
- 6) The Hamilton Harbour Commissioners shall encourage the operation of public and private marina facilities wherever they are not in conflict with shipping, navigation and related activities.

3.2.3 Land Use

It shall be the policy of the Hamilton Harbour Commissioners that:

- 1) Land use must be rationalized to ensure compatibility of adjacent uses.
- 2) A programme of property management and leasing to facilitate the proposed land use be implemented and optimize the benefits from and use of Hamilton Harbour Commissioners' lands.
- 3) A land acquisition policy, where such acquisitions are in the best interests of the Port operations, be implemented.
- 4) The demand to increase the amount of recreational harbourfront lands be recognized. The responsibility for such recreational development will have to be borne either by private enterprise or government agencies. Cooperation will be given but the Hamilton Harbour Commissioners are not required to finance such recreational development.
- 5) Commercial shipping facilities shall be considered of national significance and paramount to recreational needs.
- 6) Acquisition, management and development of lands for marine transportation be promoted as deemed necessary in the sole discretion of the Hamilton Harbour Commissioners.

3.2.4 Transportation

It shall be the policy of the Hamilton Harbour Commissioners that:

- 1) Adequate links for the movement of goods by rail and road to and from the Port shall be created and encouraged.

- 2) Existing transportation facilities shall be maintained, improved or expanded in such a way as to permit their full potential for all active shipping piers.
- 3) A major cargo transfer area will ultimately be created on Piers 25-27 with proper road connection to the adjacent expressway.

3.2.5 Servicing

It shall be the policy of the Hamilton Harbour Commissioners that:

- 1) A survey of the existing connections to Regional sanitary and water services be undertaken.
- 2) A request be made for the extension of full services to Piers 25-27.
- 3) Utility facilities be made available to ships using the Port.

3.3 PORT FACILITIES POLICY

3.3.1 Port Works

It shall be the policy of the Hamilton Harbour Commissioners that:

- 1) The long term use of Centennial Dock shift if financing is available from shipping to recreational and related commercial uses.
- 2) Piers 10-14 shall remain for shipping and related uses.
- 3) Pier 13 shall be re-developed into an operable shipping pier with area for related uses.
- 4) Piers 23 and 24 must be provided with sufficient back-up land in order to ensure the most efficient use of these piers.
- 5) The development of new shipping terminals including a containerization terminal be located on Piers 25-27.

- 6) Pier 27 shall remain as a dredge disposal area until filled and thereafter used to accommodate Port expansion.
- 7) Pier 28 shall remain as a Port development reserve.
- 8) The northerly limit of marine transportation shall be the Burlington Canal.

3.3.2 Commercial Shipping

It shall be the policy of the Hamilton Harbour Commissioners that:

- 1) First and foremost, the goal of the Hamilton Harbour Commissioners is the promotion of additional trade and development for Hamilton through commercial shipping and related activities.
- 2) Shipping lanes and docking areas shall be maintained, improved or developed to facilitate ship movement and related activities.
- 3) The Port facilities be developed or up-dated in order to accommodate changes in patterns or needs of commercial shipping and related activities serving the Port.

3.3.3 Recreational Boating

It shall be the policy of the Hamilton Harbour Commissioners that:

- 1) Centennial Dock in the long term become the centre of the Hamilton Harbour marina facilities.
- 2) The marina operation shift more towards administration, away from providing service and that the service sector be shifted to private enterprise.
- 3) The establishment of additional private enterprise marine commercial facilities to serve the public be encouraged.
- 4) An endeavour be made to provide additional public boat berths.
- 5) An investigation be made of the potential for transforming Pier 9 basin into an area for boat berthing.

- 6) Areas off the Burlington Golf and Country Club and north of Canada Centre for Inland Waters be investigated as locations for additional moorings.
- 7) The Hamilton Harbour Commissioners consider the possibility of marinas at locations as set out in the Department of Public Works report, "Preliminary Engineering Study of New Marina Alternatives in Hamilton Harbour", February 1976.
- 8) Any plans for substantially increasing recreational boating on the Harbour should consider the limitation of the area for accommodating the increased usage.

3.4 LAND USE POLICY

3.4.1 Plan Activity Zones (A-J)

It shall be the policy of the Hamilton Harbour Commissioners in the areas below that:

Zone A - The West Harbour Basin

- 1) The passive recreational nature of areas west of Dundurn Park be preserved.
- 2) A land/water connection with Dundurn and Harvey Parks be encouraged.
- 3) In order to protect the unique national resource aspects of the rail/water interface, this interface shall be retained as a reserve of national transportation importance for shipping, navigation and related activities.

Zone B - Piers 4-7

- 1) Public activity areas be increased.
- 2) Additional marina facilities be encouraged.
- 3) A cohesive mix of harbourfront activities is a goal.
- 4) Public access along the waterfront is encouraged but strictly controlled in order to ensure adequate security and safety of the public from themselves.

- 5) All development or expansion of facilities on lands within harbour limits shall be subject to approval of a comprehensive site plan to ensure that there is no interference with shipping, navigation and related activities.
- 6) The compatibility of well planned residential development within harbour limits is recognized.
- 7) The need for Prestige Industrial lands on the Harbour is recognized and the Pier 4 area is considered compatible for this use.

Zone C - Piers 8-10

- 1) Pier 8 shall become the centre of the Hamilton Harbour Commissioners recreational marina facilities with provisions for privately financed marine commercial uses.
- 2) Pier 9 basin be considered for marina expansion.
- 3) Pier 10 remain as a general cargo terminal.
- 4) Back-up lands to Pier 10 be for marine transportation and related uses.

Zone D - Piers 11-14

- 1) Piers 11-14 shall be maintained for commercial shipping uses. The uses shall be transitional from general cargo in the west through enclosed liquid to open bulk in the east.
- 2) Back-up lands Piers 11-12 will be for marine transportation and related uses.
- 3) The use of back-up lands Piers 13-14 will be used for heavier Port related industries.
- 4) The Hamilton Harbour Commissioners must acquire additional lands north of Burlington Street.

Zone E - Piers 16-22

- 1) The existing headline be maintained.

Zone F - Piers 23-24

- 1) Piers 23 and 24 remain for shipping uses.
- 2) The Hamilton Harbour Commissioners recognize the need for additional back-up lands to serve these piers.

Zone G - Piers 25-28 and Burlington Canal

- 1) Piers 25-27 be developed for shipping uses with back-up lands for marine related uses.
- 2) Pier 28 be a future Port development reserve.
- 3) The Port/Lake interface at the Burlington Canal be protected.

Zone H - Canada Centre for Inland Waters Waterlot 33

- 1) The interests of the institutional uses of Canada Centre for Inland Waters be protected.
- 2) The area north of Canada Centre for Inland Waters and south of Indian Creek has potential for recreational/commercial development.
- 3) Any use of these areas shall recognize the proximity of residential areas.

Zone I - The North Shore

- 1) Areas off LaSalle Park remain for boat moorings and there is potential for additional moorings off the Burlington Golf and Country Club.
- 2) The remaining water area along this shore be maintained as open water for boating and viewing purposes.
- 3) Any use of these areas shall recognize the proximity of residential areas and shall in no way affect the present user of the north shore.

Zone J - Cootes Paradise

- 1) The use of this area shall pass into the control of the Royal Botanical Gardens provided that it is used for passive recreational purposes.

3.5 TRANSPORTATION POLICY

It shall be the policy of the Hamilton Harbour Commissioners that:

3.5.1 Water/Land Interface

- 1) The rail/water interface in Zone "A" be retained for future shipping, navigation and related activities purposes.
- 2) A direct rail and road link between Piers 24 and 25 be investigated and implemented.
- 3) Sufficient land on Piers 25-27 for the transfer of goods between ship and rail and road be provided.

3.5.2 Access Roads

- 1) Re-location of existing heavy truck traffic generators to sites adjacent to existing improved roads shall be investigated.
- 2) Land to give adequate access to recreational areas be provided by the municipalities adjacent where owned by the municipality.
- 3) Careful study be done of proposals for the upgrading of the existing road network for their impact on the development of the Port.
- 4) Local improvement of streets bordering the Hamilton Harbour Commissioners' lands be promoted.

3.5.3 Parking

- 1) Adequate parking for tenants of Hamilton Harbour Commissioners' lands consistent with Port Security be provided.
- 2) Adequate parking and boat storage for both users and visitors to the recreational boating areas be provided where practical.

4. Concluding Comments

There is no doubt that Hamilton Harbour must be considered among the best natural harbours on a national scale. As such, it must be planned for as basically a non-renewable resource. The amount of space and harbourfront is finite. The demands placed upon this space by a variety of users, ranging from the industrial base of our community to its recreational needs. It has been the challenge of this Plan to rationalize the various demands for space, both land and water, which are placed upon the Harbour.

There is no doubt either that the importance of the Port in forthcoming years under a National Ports policy, will increase substantially as energy costs increase and the total requirements for movement of goods increases.

This Plan comprises both a policy text and maps. These two parts of the document are closely inter-dependent and neither can be read alone. The policies set forth general directions which will guide the decision making process for the development of the harbour in forthcoming years. At the same time, the maps set out within that policy framework a pattern of land uses which will represent a desirable accommodation of the various demands placed upon the Harbour.

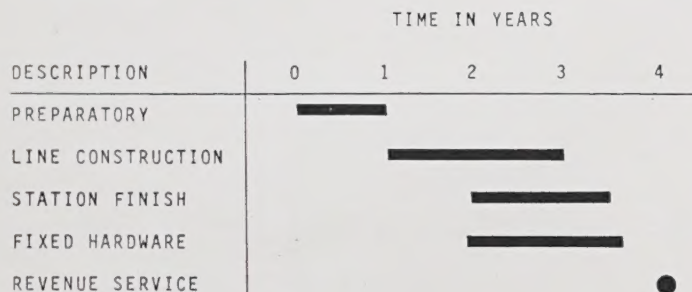
The Port of Hamilton is a significant national port. Many people in the surrounding area probably do not realize the extent of the area served by the Port and the related economic impact of the Port on this area. This is largely the result of lack of direct access to some harbourfront areas for reasons of safety and security. Not only has there been a lack of access but there has been a lack of human interest features which would attract people to the harbourfront area. The Port has been viewed for many years as the industrial heart of the City of Hamilton, an area which is generally not aesthetically pleasing.

The main goal of the Hamilton Harbour Commissioners is the accommodation and promotion of trade and development through commercial shipping. However, realizing responsibility to the varying interests that the Harbour affects, it is the intent of this Plan to re-humanize the Harbour. That is, while recognizing the direct Port functions and industrial demands, we must accommodate the experience of living in a Port city. This can be accomplished by providing an interesting harbourfront experience to our citizens.

The Hamilton Harbour Commissioners look forward to comment and response to this Plan. We look forward to discussion with other agencies having interests in lands affected by the presence of the Harbour. We believe that a new spirit of co-operation and joint effort can result in an improved situation and in a more desirable perception of the role of the harbourfront and its importance to our community and nation.

Appendices

The Appendices present additional information on which the Plan is based in order to permit a better understanding of the document.



DESIGN AND CONSTRUCTION SCHEDULE

MAJOR CONSTRUCTION IMPACTS

	W	X	Y	Z
TRAFFIC	Fennell	open cut approx. '000' north of Fennell Ave.	John St. reconstructed from Mountain to TH 53	Wellington St. from King William to Main St.
			Upper Wellington from Inverness to Fennell	Upper Wellington from Inverness to Fennell
	Mohawk	Centre lane of Upper James	Centre 2 lanes of Upper Wellington	Centre 2 lanes of Upper Wellington
TRANSIT	Fennell	-	All buses on John St. Upper Wellington bus	Upper Wellington bus
	Mohawk	Upper James bus		

Appendix A

I. The Existing Port

1. ISSUES AND ITEMS FOR CONSIDERATION

The Plan Activity Zones referred to below are indicated on Map 1 and the existing land use is shown on Map 5.

1.1 Zone A - West Harbour Basin

I. Issues

- (a) Land use direction and control.
- (b) Future of rail-water interface.
- (c) Use of waterlots 1-3.
- (d) Proposed location for new road link by Region.
- (e) Should there be access from land recreation areas to Bay?

II. Items for Consideration

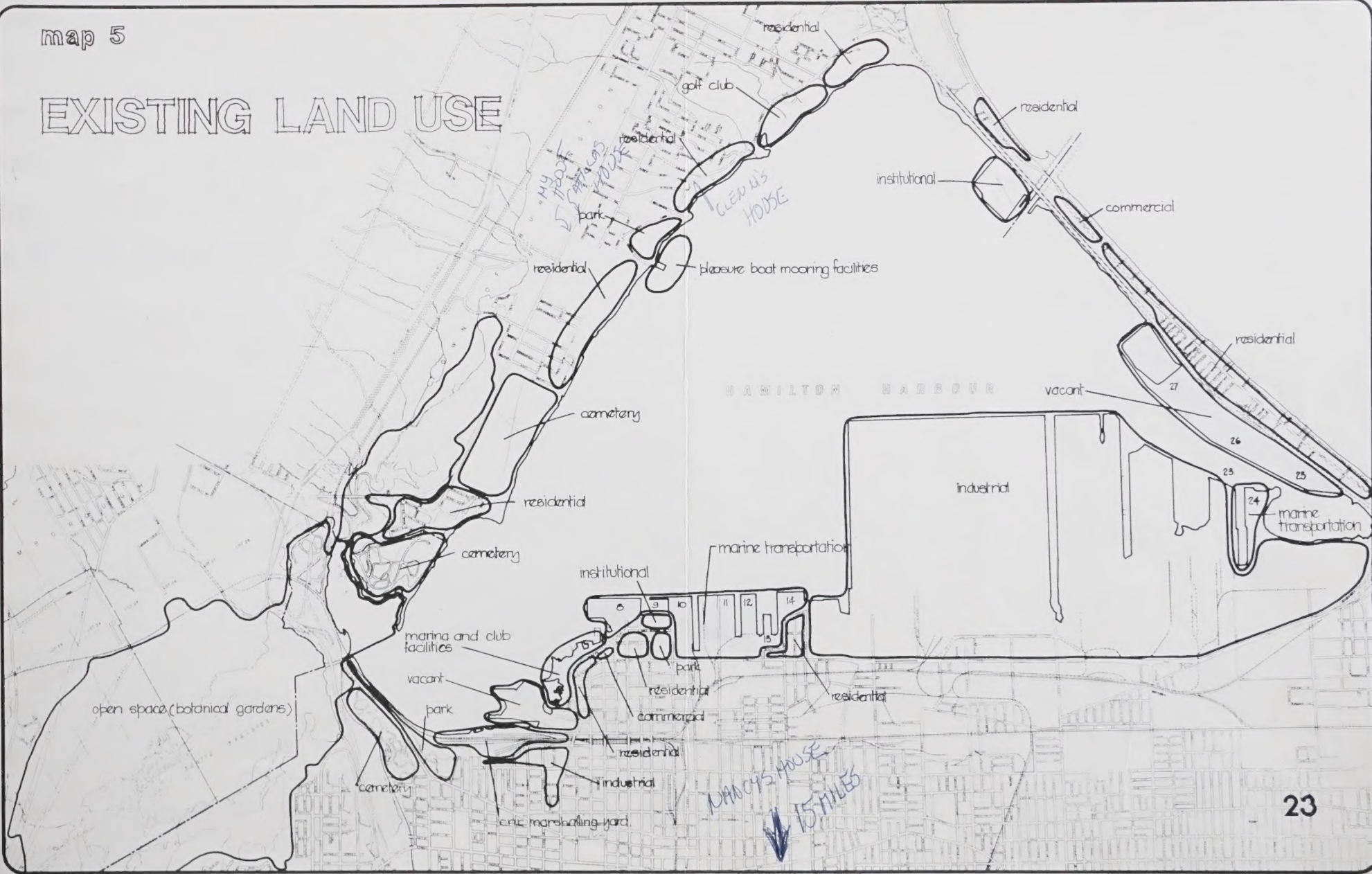
- (1) Area is part of Parkway Belt West up to waterlot 2.
- (2) Area included in the Royal Botanical Gardens.
- (3) Existing rail and industrial uses are located between residential uses.
- (4) Jurisdictional questions relating to land use direction.

1.2 Zone B - Piers 4-7

I. Issues

- (a) Rationalization of land use.
- (b) Organization and need of access to water (public and private).

EXISTING LAND USE



HARBOUR LIMITS

H.H.C. Property 1978

□ water lots owned

■ land lots owned



II. Items for Consideration

- (1) Dredging to 27 feet.
- (2) Locations and compatibility of uses.
- (3) Compatibility of open bulk storage.
- (4) Adjacent residential area.
- (5) Access to piers.
- (6) Should phosphate terminal be relocated on Pier 13?
- (7) Should Pier 13 redevelopment be staged?
- (8) Filling.
- (9) Acquisition of adjacent residential land for port use.

1.5 Zone E - Piers 16-22

I. Issues

- (a) Harbour Headline.

II. Items for Consideration

- (1) No control over private lands except as where their use may effect shipping, navigation and related activities.

1.6 Zone F - Piers 23 and 24

I. Issues

- (a) Land acquisition for additional back-up land.
- (b) Need of transportation link between Piers.

II. Items for Consideration

- (1) Lack of back-up land.
- (2) Sand company area size.

- (4) Location of Hamilton Harbour Commission police.
- (5) Location of sea scouts.
- (6) Siting of fire department jump tower.
- (7) Surging problems in Pier 9 basin.
- (8) Security limitations - i.e. access through Star
- (9) Centennial Dock as shipping facility?
- (10) Trucking company's adjacent uses and poor roads to Pier 8.
- (11) Best uses of Centennial Sheds in long and short term.
- (12) Consider high capital expenditure in facewall.
- (13) Location of Phosphate terminal.
- (14) Safety considerations of commercial ship docking on west face of Centennial Dock.
- (15) Physical and aesthetic pollution from Phosphate terminal.
- (16) Phosphate Terminal land use efficiency.
- (17) Pier 8 truck and rail access.
- (18) Security to Pier 10.
- (19) Alignment of truck access to Pier 10.
- (20) Use of offices by non-shipping interests.
- (21) Extent of water and sewer servicing.

1.4 Zone D - Piers 11-14

I. Issues

- (a) Long and short term use.
- (b) Conflict of adjacent residential area with Pier 13.
- (c) Proposed Pier 13 re-development scheme.

II. Items for Consideration

- (1) Dredging to 27 feet.
- (2) Locations and compatibility of uses.
- (3) Compatibility of open bulk storage.
- (4) Adjacent residential area.
- (5) Access to piers.
- (6) Should phosphate terminal be relocated on Pier 13?
- (7) Should Pier 13 redevelopment be staged?
- (8) Filling.
- (9) Acquisition of adjacent residential land for port use.

1.5 Zone E - Piers 16-22

I. Issues

- (a) Harbour Headline.

II. Items for Consideration

- (1) No control over private lands except as where their use may effect shipping, navigation and related activities.

1.6 Zone F - Piers 23 and 24

I. Issues

- (a) Land acquisition for additional back-up land.
- (b) Need of transportation link between Piers.

II. Items for Consideration

- (1) Lack of back-up land.
- (2) Sand company area size.

- (3) Lease terms.
- (4) Should this be the new location for the Phosphate terminal?
- (5) Should southern area between 23 and 24 be developed for back-up land?

1.7 Zone G - Piers 25-28 and Burlington Canal

I. Issues

- (a) Compatibility with adjacent land uses.
- (b) Access to Piers 25-27, long term and short term.
- (c) Type of industry.
- (d) Staging of development.
- (e) Protection of Port/Lake interface.
- (f) Pier 28 as future Port reserve.

II. Items for Consideration

- (1) Adjacent residential area and wind patterns.
- (2) Marketing of sites.
- (3) Interim plans by the Ministry of Transportation and Communications.
- (4) Pier 28 development effect on lake exchange.
- (5) Long distance for servicing.

1.8 Zone H - Canada Centre for Inland Waters to Water Lot 33

I. Issues

- (a) Nature of any future development or use.

II. Items for Consideration

- (1) Response by local residents to changes of use.

- (2) Protection of Canada Centre for Inland Waters navigational waters.
- (3) Locations of hydro towers and sewage outfall pipe.

1.9 Zone I - North Shore

I. Issues

- (a) Recreational use of north shore water area.

II. Items for Consideration

- (1) Existing residential areas.
- (2) LaSalle Park and Golf Club shoreline.
- (3) Shoal line limits.
- (4) Existing park limits.
- (5) Aircraft control.

1.10 Zone J - Cootes Paradise

I. Issues

- (a) Merit of Hamilton Harbour Commissioners continued involvement.

II. Items for Consideration

- (1) Some areas common to the Royal Botanical Gardens.
- (2) Water quality.
- (3) Shallow depths.

II. Existing Transportation and Services

1. JURISDICTION

1.1 Roads

At present the major roads on the perimeter of the Port, with the exception of the Queen Elizabeth Way (including the Skyway Bridge), are under the jurisdiction of the City of Hamilton and are in the process being turned over to the Regional Municipality of Hamilton-Wentworth.

The Queen Elizabeth Way is under the jurisdiction of the Province.

1.2 Rail

The Port is served by the Canadian National and Toronto, Hamilton and Buffalo (now owned by Canadian Pacific) Railways.

1.3 Services

The Region is responsible for the provision of sanitary sewers and the supply of water in the area.

2. WATER-LAND INTERFACE

2.1 Rail links are provided to Piers 10, 11, 12, 14, 23 and 24.

2.2 Road links are provided to all piers; however the layout and physical condition is variable.

3. TRAFFIC CIRCULATION

3.1 Generally the traffic circulation is poor and existing roads do not efficiently accommodate the trucking movement generated by the Port. The inadequacies are particularly great in the area of the City known as the North End.

- 3.2 The provision for access to the existing recreational facilities in the west harbour is poor.

4. PARKING

- 4.1 Parking facilities for recreational uses are not sufficient in number or properly located in many cases.
- 4.2 The parking provided for the tenants of Hamilton Harbour Commissioners' lands is generally within the security areas.

5. TRAFFIC PLANS

- 5.1 The Ministry of Transportation and Communications is considering plans to handle the increased traffic using the Skyway Bridge. Plans are to be presented to interested parties for initial discussions in the near future.
- 5.2 The Regional "Perimeter Roads Study" proposes a link between the west harbour and the improved section of Burlington Street. These proposals will be presented for public discussion later in the year.

6. SERVICES

- 6.1 The existing services are provided by the Region up to the perimeter of the Port. The Hamilton Harbour Commissioners extend services onto the piers.
- 6.2 There is little information available on the service connections to existing Port facilities.
- 6.3 There appear to be some facilities not connected to Regional services.

There are also some Port areas not connected to services.

Appendix B

Definitions

Commercial Shipping - Refers to the shipping industry serving the Port including channels, anchorages, moorings, tug boats and barges and other related services.

Harbourfront Recreation - A classification of lands with the predominant use of lands being a mix water-oriented activities such as:

- (i) Public and private parks.
- (ii) Recreational boating facilities including clubs.
- (iii) Water related service commercial (i.e. restaurants, gifts, etc.)

Marine Commercial - Land classification with the predominant use being public and private marina services (i.e. club facilities, boat repairs, painting, and equipment sales).

Marina Recreation - This is a water classification for recreational boat moorings or berths and related facilities.

Marine Transportation - This term refers to the designation of lands that shall be used for:

- (i) Transportation corridors and nodes.
- (ii) Port works and shipping terminals.
- (iii) Freight and passenger handling facilities and related storage, vessel and barge docks.
- (iv) Marine related industry and commerce that demonstrate a current and future operational need for proximity and access to the Harbour.

Master Plan Area - The study area within the 'terms of reference' for developing an overall direction to the Port's development. This includes the area considered most directly and indirectly affected by the Port's activities.

Passive Recreation - Areas which are basically preserved and are utilized for relaxation and viewing.

Plan Activity Zones - Arbitrarily divided sub-areas of the Master Plan Area for discussion purposes in the Plan.

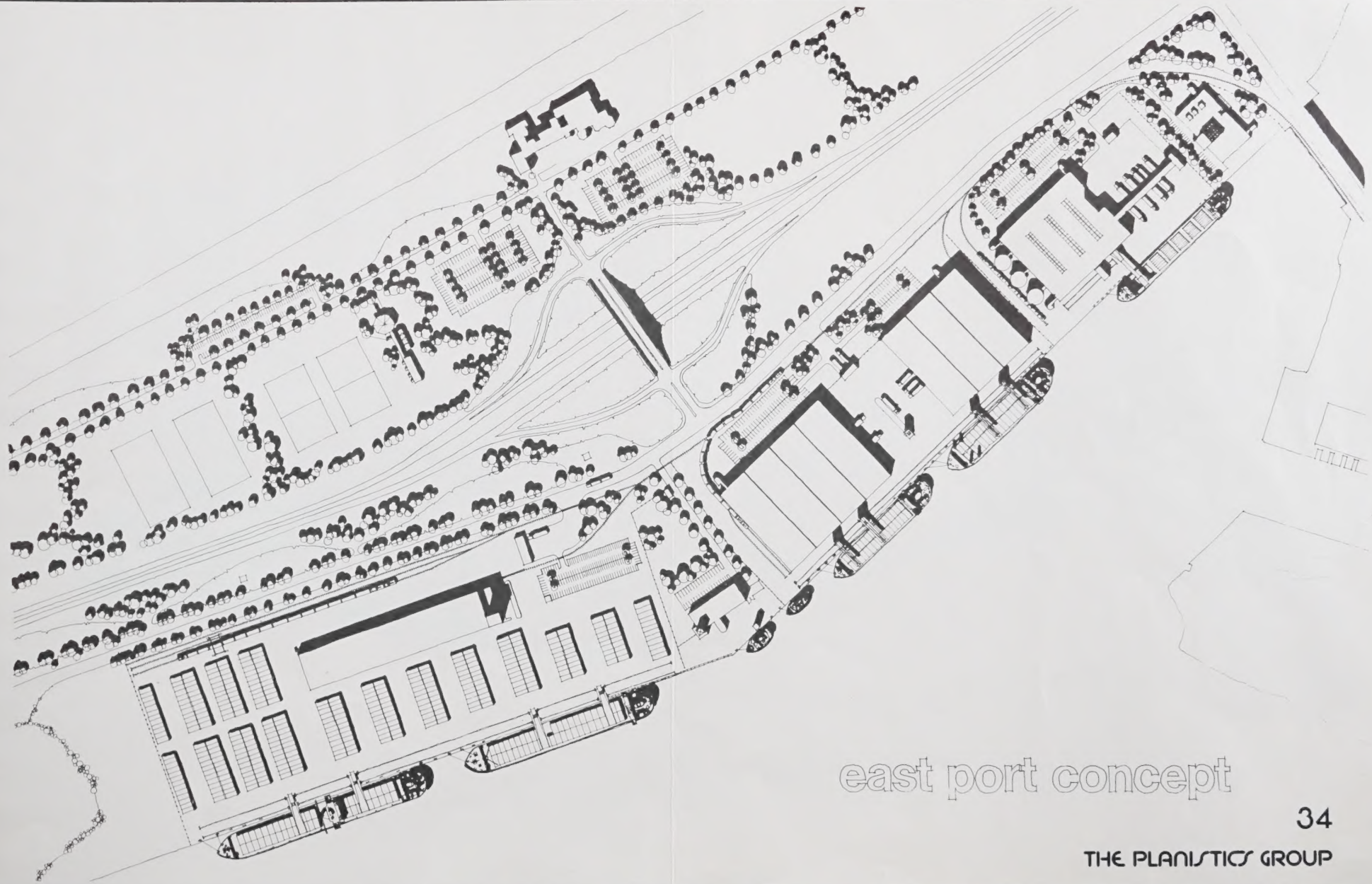
Port Facilities - This term includes generally the full range of activities of the Hamilton Harbour Commissioners. These, without limiting the generality thereof, include accommodation of shipping, marinas, security, navigation aids and trade promotion for the Hamilton area.

Port Master Plan - The Master Plan is a document that presents goals, objectives and policies to guide the Port's administration. The Plan should be viewed as a directive for action but not as a rigid design for the future. To be effective, a plan must be revised periodically.

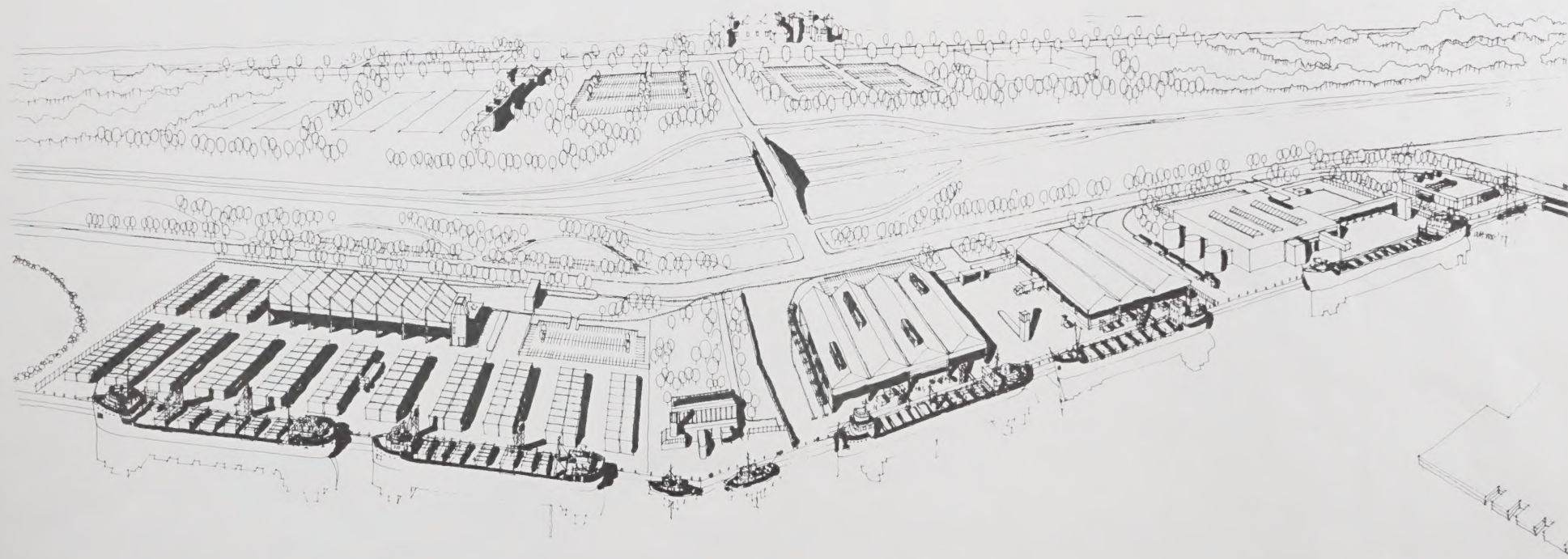
Port Works - These are the systems of structures provided for accommodation of shipping in the Port. These include wharves, docks, other structures and security areas for shipping and port facilities.

Prestige Industrial - Prestige Industrial means the use of land for enclosed warehousing, product distribution services, product showroom and display centres, restricted manufacturing and processing of goods operation, of which experience has shown to be unobjectionable because they are free from the emissions of dust, odour, fumes, noise and excessive vibrations. It is intended that the uses listed above must incorporate the highest standards of architectural and landscape design.

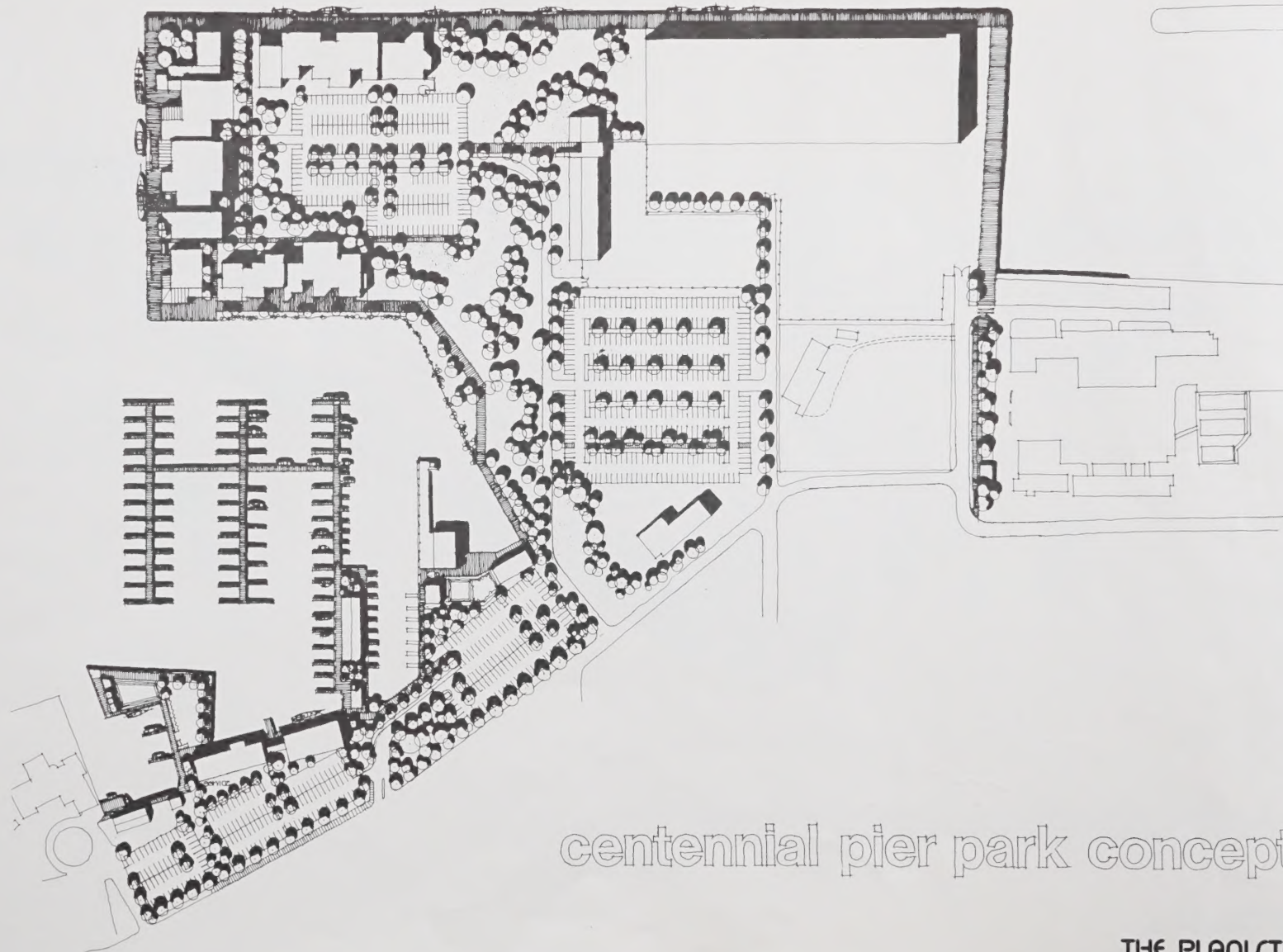
Terminal - (1) The end of a movement in transportation at the water-land interface.
(2) The buildings, structures, and equipment at the end of a transportation movement for the transfer, handling and delivery of freight at the Port.



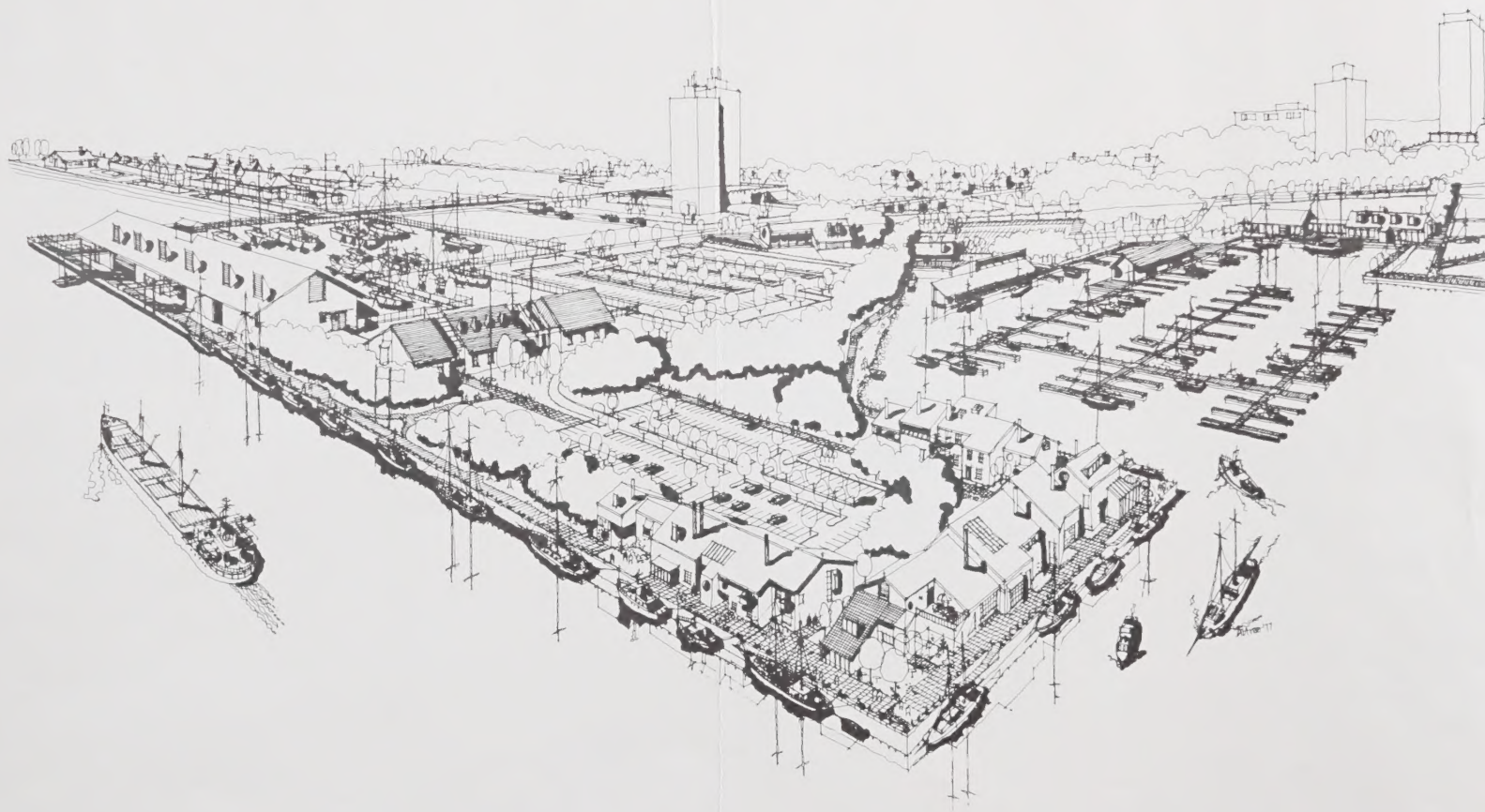
east port concept



east port perspective



centennial pier park concept



centennial pier park perspective



